

PENINSULAR & AMERICAN
AUSTRALIA, &c., and for
RESIDENTS AT THE
PORTS.
Inclusive and Complete
Record of the
OF THE FAR EAST
is given in the
KONG WEEKLY
PRESS,
which is incorporated the
TRADE REPORT
Subscription, paid in advance,
per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

No. 15,914. 第四百九十五萬一第一 日五月初三元年

HONGKONG, SATURDAY, APRIL 24TH, 1909.

大英帝國四十二月四日九零百九千一英港香

PRICE, \$3 PER MONTH.



SUN GLASSES
IN GREAT VARIETY.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY,
AND
KOWLOON DISPENSARY.

NEW PIANOS
ON HIRE
AT \$10 PER MONTH.

TUNING AND
REGULAR
ATTENTION
INCLUSIVE.

S. MOUTRIE & CO.
LIMITED.
CHATER ROAD.

Hongkong, 1st October, 1908. [a40-1]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOME & CO.,
General Managers.
Hongkong, 29th April, 1908. [a164]

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE & M. MAILLE Proprietaires.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CARS.
6.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 4 hours.

SATURDAYS.
Extra Cars at 3.15 p.m. 11.30 p.m. and 11.45 p.m.
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m. every half hour.

SPECIAL CABS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vosq, Head Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1909. [a49]

AN "ALL NIGHT" DRUG STORE

You can get what you need at WATKINS DISPENSARY any hour of the night. All that you need do to get prompt, cheerful attention is to press the night bell. This night service is intended entirely as an accommodation to our customers. It is given willingly—cheerfully.

QUALIFIED ENGLISH CHEMISTS

WILL ALWAYS BE ON DUTY TO
DISPENSE PRESCRIPTIONS.

WATKINS, LIMITED,

The charges during the night hours are the same as by day.

CHEMISTS AND DRUGGISTS,
31, Queen's Road Central,
HONGKONG.

NIGHT AND DAY TELEPHONE: 492.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

Hongkong, 16th October, 1907. [176]

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

TELEPHONE, NO. 696.

Hydrographical Surveying, by Wharton and Field; New Enlarged and Revised Edition		\$17.00
Modern Gas and Oil Engines, by F. Grover	4.20	
The New Spirit in India, by H. W. Nevison	9.00	
Personal Religion in Egypt before Christianity, by Alice and Claude Askew	2.25	
Three Plays of Shakespeare, by Swinburne	2.25	
My Experiences in Cyprus, by Basil Stewart	4.50	
Roman Life and Manner, by L. Friedlander	2.75	
The Art of Modern Conjuring	1.75	
Col's Fun Doctor	5.50	
Another Hardy Garden Book	2.75	
The Fernandes Reciter: Popular and Humorous	40	
Regulations Relating to the Examination of Engineers	40	
Regulations and Suggestions as to the Surveying of the Machinery of Steamships	40	

NEW NOVELS \$1.75 EACH.

High Life in the Far East by James Dalziel; Author of "In the First Watch."

Septimus by William J. Locke; Author of "Beloved vagabond."

Adventures of Louis Blaize, by Louis Becke.

The Tempting of Paul Chester, by Alice and Claude Askew.

The Crime on Canvas by F. M. White.

Sir Morcombe's Marriage, by Florence Warden.

The Capture of Paul Beck, by M. McDonnell Bolkin.

The House Called Herrish, by "Rita."

The Iron Heel, by Jack London.

The Six Alison Darling, by L. G. Moberly.

"This My Son" René Barin.

We of the Never Never, by Mrs. Arness Gant.

The Conventionalists, by R. H. Benson.

The Captains, by R. H. Benson.

INTIMATION

A. S. WATSON, & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

WATSON'S

E

VERY OLD LIQUEUR
SCOTCH WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLAND
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER DOZEN - - \$16.50

RAINIER BEER
L I G H T,
WHOLESMOME AND INVIGORATING
"UNDoubtedly THE BEST BEER
BREWED IN AMERICA."A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.
Hongkong, 1st April, 1909. [29]NOTICE TO CORRESPONDENTS.
Only communications relating to the news
columns should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.No anonymously signed communications that
have already appeared in other papers will be
inserted.Orders for extra copies of DAILY PRESS
should be sent before 11 a.m. on day of
publication. After that hour the supply is
limited. Only supply for Cash.Telegraphic Address: PRESS.
Code: A.B.C. 5th Ed. Lieber.
P. O. Box: 34. Telephone No. 12.

MAILED GE.

At the Peak Church, Hongkong, on 23rd April,
by the Rev. Mr. F. T. Johnson, WILLIAM, eldest
son of John Little Benson, Esq., of Glen, Belgrave,
Binghove, Cheshire, to GLADYS May (Queenie),
eldest daughter of Alfred Whittle, Esq., Corney-
syde, Ilkley, Cheshire.HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131/ FLEET STREET, EC

The Daily Press.

HONGKONG, APRIL 24TH 1909.

With all the pomp and circumstance that a heavy downpour of rain would permit, Heungchow, situated less than five miles from Macao, was on Thursday opened by the Viceroy of Canton as a commercial port. Heungchow, at the present time, is a desert waste, with hardly a hut to be seen; but the fact that, in spite of the heavy rains, some thousands of persons from the neighbouring districts attended the inauguration ceremony is a sufficient indication of the widespread interest of the Chinese in the project. Especially noteworthy was the presence of the Viceroy. The project, however, is not a conception of the official brain. For years past the idea has been maturing in the minds of Chinese merchants interested in the trade which is carried on between Macao and San Francisco; and we understand that the Syndicate which has the scheme in hand is composed mostly of Chinese merchants who have "made their pile" in San Francisco, and returned to spend the remainder of their days in the district of Heungshan. The new port of Heungchow is admittedly intended to draw away a trade which has long been enjoyed by Macao, and it is stated that the new port will have among its first residents some of the salt-fish merchants who have long been carrying on business in the Portuguese

Colony. People who suffered by the floods in the West River districts are also to be offered inducements to settle there, but as these people are mostly agriculturists, and the site of the new city of Heungchow is an unrelieved stretch of sand-dunes, there does not seem to be any alluring prospect for tillers of the soil. Furthermore the country is fertile; but it is also fairly well populated. Within a radius of three miles of Heungchow there is a population of 5,000 or 6,000 persons, and we may assume that for the present there are as many agricultural labourers there as are needed. If we say that it would be difficult to find in the neighbourhood of the Canton Delta a more unpromising site than Heungchow for the development of a great seaport town, we may possibly be asked whether something very similar was not said of Hongkong when the British took possession of it. That is true enough, and no doubt, the founders of the port of Heungchow are encouraged by their knowledge of the fact that the magic wand of commerce transformed a barren rock at Hongkong, and a mudflat at Shanghai into seaports of commanding importance in the world within a period of less than fifty years.

An essential requisite of a thriving seaport is a good harbour. Heungchow would make an admirable seaside resort, but while the smallest of the shallow-draught steamers which ply between Hongkong, Canton, and Macao are unable to approach within a mile of the shore at Heungchow, the development of the place is not likely to be rapid. We understand, however, that the Syndicate has strong financial backing and that the necessity for deepening the bay has not been overlooked in their scheme. Railway connection, presumably with Canton and other cities inland, is also contemplated. Time alone will prove whether the builders of the new city are likely to realise the hopes they now entertain. It does not appear that Heungchow is to be opened to foreign residence, though the place is to be governed much in the same way as is the Foreign Commercial Settlement at Tsingtao, the capital of Shantung, which was the first city in the Chinese Empire to be voluntarily opened by the Government of China—that is to say, Heungchow is to have a Municipal Council on foreign lines and a municipal police force. And in order that it may the more successfully compete with Macao, it is to be made a free port, so the rumour goes. The wish is doubtless father to the thought. As soon as foreign trade begins to develop at Heungchow, the Imperial Maritime Customs will be expected to establish a station there; and any failure on the part of the Customs authorities to do so is certain to evoke a strong protest from the Diplomatic Corps in Peking. We cannot doubt that a determined attempt to divert the trade of Macao is intended, and it is very doubtful whether it is in the power of the Portuguese authorities now to prevent it. The responsibility rests not so much with the Colonial authorities as with successive Governments at Lisbon. Instead of allowing the Colonial authorities to spend their surplus revenue on the dredging of the harbour and other public improvements which would have enabled the Colony to maintain something of its old prestige as a centre of trade and commerce, Lisbon has squeezed it to the uttermost. The Colony now exists largely by reason of the facilities it gives for gambling. Eighty-five per cent of the Colonial Revenue is now derived from the opium and gambling monopolies. Recent events threaten the Government with the loss of its opium revenue, which has amounted to \$324,000 per annum, and as a result of the depressed condition of trade the gambling monopolies are not yielding half what they formerly contributed to the Colonial coffers. Some of the lotteries have recently been obliged to stop, and the inference is that the Macao Government may have to look for an increasing proportion of its revenue in future from new taxation. The outcry made by the Chinese at Macao less than a couple of years ago, when something of the kind was suggested, will be remembered, and any suggestion of that nature now would give an additional fillip to the new enterprise at Heungchow.

Cable communication with Macao has been restored.

The morning service at Union Church, tomorrow is a memorial service for the late Mr. G. Murray Bain.

Manila papers are complaining that the hemp industry is badly crippled, the present price of 11 pesos per 137 lbs being 30 pesos less than three years ago.

Colonel Jacob A. Angar, 10th Cavalry, in command of the post at Port William McKinley, Philippine Islands, died at his quarters about 6 o'clock on Sunday evening as the result of a stroke of apoplexy. He had been scheduled for promotion on May 15 to the rank of brigadier-general.

The appointment of Mr. Gompertz as Principal Judge of Hongkong was notified in the London Gazette on the 29th ult.

As a little group of Chinese speculators—who dropped a total of five or six million dollars in acquiring the knowledge—know to their cost, says the *Pinang Gazette*, the price of tin is governed by a variety of factors, many of them altogether beyond the control of people in Malaya.

Mr. David Reid, of Harley House, Regent's Park, London N.W., and of Shootfield, Sundridge, Sevenoaks, Kent, formerly of Shanghai, a director of the Ceylon Tea Plantation Company (Limited) and other companies, who died on February 14, aged 75, left estate valued at £105,497 gross, with net personality \$105,257.

An exemplary punishment was passed on a Chinese yesterday by Mr. Kemp, First Police Magistrate, for snatching an earring, from a woman in D'Aguilar Street. He was sentenced to three months' imprisonment, four hours' exposure in the stocks, and to receive twelve strokes with the birch.

At the annual meeting of the Y.M.C.A., Literary and Debating Society officers for the ensuing year were elected as follows: President, Capt. A. Baker; Vice-Presidents, Mr. E. B. Cubey and Capt. F. A. Brown; Secretary, Mr. P. Currie; Hon. Treasurer, Mr. R. Taylor; Committee, Mr. W. H. Embrey and Mr. W. J. Toakes.

A house boy in the service of the Hon. Mr. Pollock at his residence 18 Plantation Road, Peak, was yesterday at the Magistracy fined \$202 for illegal possession of large quantities of opium. The excise authorities learned that the defendant was selling opium, and on visiting the house they searched the pantry and found a large quantity of opium.

Arrangements are being made for the shipment of a very large cargo of Tasmanian sleepers for the Chinese railways. The steamer *Scottish Monarch* took a cargo from the Huan last month, and reached Hongkong on the 21st inst. The shipment consists of 84,003 sleepers, equivalent to 2,520,000 feet. This is the largest cargo of timber that has left Tasmania in one bottom.

Telegraphic advices have been received that the Chinese Engineering and Mining Co. will pay an interim dividend of 1s. 6d. per share, free of tax, on account of the year ending February 28th 1909. The dividend is declared payable on the 1st of May. We may add that the Chinese Engineering and Mining Co. which work the well-known Kaiping mines in North China has just opened an office in Hongkong at No. 16 Alexandra Buildings, Mr. J. Sommerville Doyle being in charge.

Captain G. Willoughby of the *Stanley* prosecuted an amah for disobedience at the Magistracy. It appears, she had been ordered by Mrs. Willoughby to wash a shirt, but she replied that she could not iron, whereupon her mistress told her to wash it and not to trouble about ironing. The amah replied "no can iron, no can wash." She began to shout in the dining room and became so noisy that Captain Willoughby put her out. Still the "baboberry" continued and the police had to be sent for to arrest her. Mr. Kemp fined her \$4.

The Bandmann Dramatic Company, the only essentially dramatic combination that has visited the Far East for some considerable time, is expected to arrive in the Colony shortly and will open their season on Tuesday, April 30th with "The Prisoner of Zenda," at present being produced at the St. James' Theatre, London, with phenomenal success. The Company's repertoire comprises some of the most popular dramas of the day, and we understand that the present combination is the strongest and, up to the present, the most successful ever sent East under the direction of the popular Mr. Maurice E. Bandmann. For further particulars see our advertisement columns.

Wang Ta Hsien, the late Chinese Minister to the court of St. James', who during the last two years has been studying the British Constitution, left London last month for Brussels. His Excellency was to spend a few days in Brussels and Norway, and afterwards go to Peking to take up his new post as the Vice-President of the Department of Communications. At the station to see him off were Lord Li Ching Fung, K.C.V.O., the Chinese Minister, Sir John McLeavy Brown, C.M.G., Councillor of the Legation, Mr. Ivan Chen, Mr. Wang Kehtsuan, Mr. Liu Ti Tao, Mr. Tang Cheng Ling, Mr. Cheo Fong Kong, a large number of Chinese students, and Mr. Byron Bremen, formerly Consul-General at Shanghai.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 23rd at 11.55 a.m.—The barometer has risen over Japan and the S. coast of China, and fallen over N. China.

A new depression appears to be developing over China to the North of the Yangtze, and the highest pressure is now shown over the Eastern Sea.

Moderate E. to S.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.31 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood (*) E to S.E. winds, moderate.

Formosa Channel E to S.E. winds, moderate.

South coast of China between Hongkong and Lantau Same as No. 1.

Hongkong and Lantau Same as No. 1.

Hongkong and Hainan Same as No. 1.

(*) E. winds, fresh to moderate; cloudy, misty.

TELEGRAMS.

Protected by the Telegraphic Message
Copyright Ordinance, 1894.

[DAILY PRESS EXCLUSIVE SERVICE]

AN OSAKA SHOSEN KAISHA LOAN.

TOKYO, April 23rd.

The Osaka Shosen Kaisha has negotiated with the Tokyo Banks for a loan of two million yen. Seven percent debentures are offered at 95.

THE BRITISH SQUADRON.

TOKYO, April 23rd.

Arrangements are being made to welcome the China Squadron which arrives at Yokohama on the 29th inst.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

TENDERS FOR IMPROVED DREADNOUGHTS.

LONDON, April 22nd.

Eighteen private shipbuilding yards have tendered for the building of the new "Dreadnoughts."

The specifications require that the ships shall be thirty per cent. more powerful than the original type.

LORD CHARLES BERESFORD AND THE NAVY.

LONDON, April 22nd.

The Rt. Hon. H. Asquith, the Premier, has stated in the House of Commons that Admiral Lord Charles Beresford had recently submitted to the Government a statement dealing with the readiness of the Home Fleet. The points raised in the statement were about to form the subject of inquiry by the sub-Committee on Imperial Defence, over which he (the Premier) would preside. The Admiralty concurred in desiring the inquiry.

LONDON, April 22nd.

The Chancellor of the Exchequer will submit the Budget to the House of Commons on the 29th inst.

APPALLING MASSACRES IN ARMENIA.

LONDON, April 22nd.

Reports from Constantinople state that 10,000 Armenians have been massacred in the Syrian towns.

One report received by the British Embassy estimates the number killed at 15,000.

THE SITUATION IN TURKEY.

LONDON, April 23rd.

The Deputies and Senators sitting as a National Assembly at San Stefano have issued a proclamation exhorting obedience to the Army of investment.

The Fleet, which left for Constantinople without Admiral Gamble, has unexpectedly arrived (at San Stefano) and declared loyalty to Parliament.

SLUMP IN WHEAT.

EXPECTED CORNER IN COTTON.

LONDON, April 23rd.

In the absence of Mr. Patten, who has been speculating heavily in wheat but whose whereabouts are now a mystery, the bears have dumped wheat Chicago and New York prices being lowest.

The brokers fought each other; coats were ripped off and blows freely exchanged.

The New York "Evening World"

says that Patten is trying to corner cotton in which he has invested a million sterling within the last two days.

SUPREME COURT.

Friday, April 23rd.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUSINE JUDGE).

A SEAMAN'S EMBARRASSMENTS.

Ho Cheung, part owner of a junk, was before the Court to admit or deny several claims for goods supplied. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the defendant, while Messrs. Otto Kong Sing, C. F. Dixon (of Messrs. Hastings and Hastings), and J. H. Gardiner (of Messrs. Britton and Hett) represented different plaintiffs.

Mr. Kong Sing asked for judgment in his action as the claim was admitted, and the defendant might run away.

His Lordship—What does it matter; you've got the junk?

Mr. Dixon said that Messrs. Wilkinson and Grist were acting for creditors as well as for the defendant. The other day a member of that firm called to see him to pay him some money.

Mr. Harris—We are not. We should want to be paid if we were creditors, not to pay you.

Mr. Gardiner—I also have a writ against this defendant.

His Lordship—Who do you come on, to-day?

Mr. Gardiner—I have a writ for substituted service.

Mr. Dixon—in action 413 I have an interim attachment.

Mr. Harris—Simply served on the place of business.

Mr. Dixon—The place of business is the junk. His Lordship—The best thing is to let these actions stand over until to-morrow morning. Mr. Harris will then know his client's views.

Mr. Kong Sing—Mr. Harris ought to know now, as his client is here.

Mr. Harris—I don't think one day makes any difference. You will know all about it to-morrow morning.

Mr. Dixon—This man knew of these proceedings ten days ago. If Mr. Harris comes here with insufficient instructions he ought to take the consequences.

Mr. Harris—Do you want judgment against me?

Mr. Kong Sing—My intention this morning was to ask for immediate execution and sale. I also have an interim attachment against this junk.

His Lordship—Will you people who come on to-day ought to rank pari passu,

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL MEETING.

The annual general meeting of the Hongkong General Chamber of Commerce was held in the City Hall yesterday afternoon. The Hon. Mr. E. A. Hewett presided, and those present included Messrs. D. R. Law, A. Babington, J. W. C. Bonnar, J. W. Bandow, H. A. Siebs, E. Shellim, H. E. Tomkins (committee), E. A. M. Williams (secretary), A. S. D. Couland, C. Woldering, F. Pagett Hett, H. F. White, C. G. Gok, J. Owen Hughes, C. H. Ross, S. D. Settim, E. G. Barrett, F. C. Mow Fung, V. Bosch, W. S. Bailey, S. Silverstone, C. S. Gubbay and S. H. Michael.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said— Gentlemen. The report and accounts having been in your hands for some days, we will, with your permission, take them as read. As you will have observed from the published correspondence now before you, the Committee have had an unusually busy year, having been called upon to consider and deal with a large number of important questions. I will now refer to those which appear to deserve special mention, as briefly as possible.

THE TYPHOON REFUGE.

For a considerable number of years this Chamber has urged upon the Government the need for increased protection for small craft in the harbour, the Causeway Bay shelter having for some time past proved inadequate for the purpose. The question has again been brought prominently forward and considerable discussion on the subject has taken place during the past twelve months. As you will remember at the time of the tornado of 18th September, 1902, which resulted in such heavy loss to the small craft in the harbour, H. E. Sir M. Nathan promised that any funds raised by public subscription in the Colony for the relief of the sufferers from the storm would be doubled by the Government. So generously, however, was our appeal for aid responded to by all nationalities trading here, that the subscription not only fully met all claims upon the fund, but left a surplus of some \$35,000 which was handed to the Government to be used, so far as the fund would last, for the relief of sufferers under similar catastrophes. The Colony's subscriptions therefore not having been drawn up, the Relief Committee suggested that the Government contributions which otherwise would have been devoted to the typhoon fund should be used as a nucleus towards the construction of a new typhoon refuge for small craft. The sum to which the Colony was pledged by Sir M. Nathan amounted to close upon \$280,000. The question as you are aware, has now reached that stage when we hope that before many years are past this refuge, so urgently needed for the general welfare of the Colony, will be an accomplished fact. The question of the cost, however, and the means by which the necessary funds were to be raised have led to considerable discussion with the Government. The original estimate was about \$600,000. Each succeeding calculation increased this sum until this was nearly trebled, the latest figure being considerably over \$1 million dollars. In order to raise this sum the Government proposed to pay half out of current revenue, and the other half by a special tax on shipping.

THE TAX ON SHIPPING.

The reasons for this proposal are fully set forth by His Excellency the Governor in a very lucid memorandum, dated 8th May, 1903, which is included in our report. I need hardly say that the arguments put forward in this memorandum do not, by any means, meet with the support of the Shipping Companies, and the memorandum from their representatives enclosed with a letter to this Chamber, dated 23rd June last, appears to show very clearly that His Excellency's reasons are fallacious, and actuated upon a directly opposed to the real interests of the Colony. It would, in our opinion, be a very great mistake were the Government to look upon shipping as the milch cow which is to supply so much of the loss of revenue experienced in other directions, and to furnish funds for great public works which are required in the interests of the Colony as a whole, and not in that of the shipping only, but this is unfortunately a fear which we have entertained since the recent action of the Government. It is quite true that when a typhoon approaches this Colony considerable delay, and consequently pecuniary loss, is incurred by such shipping as happens to be in port at the moment, but it has apparently been entirely overlooked that the bulk of the small craft is not directly employed by the Shipping Companies. It is, on the contrary used more largely by merchants, property owners, and the usual classes of wholesale and retail dealers which go to form the bulk of the business section of the Colony. This, I think, can be demonstrated by any one who cares to go down the Praya on an average working day, and make enquiry as to the purpose for which each junk and native boat on the water frontage is being used, and by whom engaged. It will be found that a very small proportion only is engaged by shipping firms. Our contention is that the refuge is for the benefit of the Colony as a whole, not particularly for the benefit of shipping, and under these circumstances the funds needed for therefore should be provided out of general taxation towards which the shipping and shipowners fully contribute in light dues, license and other fees, and taxes on their shore properties. This view, unfortunately, does not appeal to the Government who, as I have already stated, appears to believe that because individual charges are not to their mind high, it is quite immaterial how these taxes are piled up.

LICENSE FEES ON LIGHTERS.

License fees on lighters have recently been very largely advanced. A demand was made for a quarantine station, and immediately it was proposed that all sorts of expenses in this connection, expenses which would be incurred in the interests of the Colony, should be put upon the ship-owners. This last proposal, I am glad to say, has been dropped, as the Committee of the Chamber has been able to convince the Government that this last proposed exaction was unreasonable, and opposed to the system which obtains in other ports. As I have previously stated on more than one occasion, Hongkong owes its position as one of the leading shipping ports of the world, entirely to its geographical position.

THE DECENTRALISING TENDENCY

ON SHIPPING.

It is within the memory of many of us, when practically the whole of the Far Eastern trade centred in some three ports in Japan, three in China, and in Hongkong, ocean going steamers rarely calling at other ports. The consequence was that an enormous trade centred in these ports, collected by coasting vessels which acted as feeders to the ocean lines. This tendency for concentration is, however, largely disappearing. Of late years shipowners have shown an increasing readiness to send their ocean steamers to other ports and this is, year by year, becoming more marked. Owners are now loading steamers direct for Europe or America at ports whose names were hardly known to the outside world a few years ago, or which then did not even exist; and with the increased facilities for direct trade, which the development of railways in China and other improvements which are constantly offering, this tendency to decentralization must increase. The movement cannot but be encouraged if the Government of Hongkong persists in what I cannot but describe as a suicidal policy of increasing the taxes on shipping when they should on the other hand, be doing all in their power to attract shipping to the port instead of driving it away. I have spoken, Gentlemen, at considerable length on this point, not because I wish to urge the interests of any one section of our trade, but as apart altogether from such special interests as we may individually represent, I speak here, as I always do under similar conditions, in what I sincerely believe to be the true interests of the Colony as a whole, and it is only because of the special knowledge my business gives me of this side of the question, that I consider it my duty as your Chairman to utter a most earnest word of warning to the Government against what I cannot but consider a line of policy which if persisted in must in the long run react seriously against the prosperity of the colony.

PRIVATE MOORINGS.

In my address last year, I referred to the Government proposal that the use of all moorings in the harbour should be placed in the hands of the Harbour Master. It was hoped that the Government would have accepted the reasons against this scheme which had been put forward by them, but unfortunately this was not the case, and further correspondence has passed between the Chamber and the Colonial Secretary which is now published in our report. We are still in an unpleasant state of uncertainty as to whether the Government may not in the end endeavour to force upon us what we cannot but look upon as an entirely unnecessary and vexatious piece of legislation.

TRADE MARKS.

The question of the Registration of Trade Marks has, as you will see, also received the attention of the Committee, who have informed the Government that in their opinion compulsory registration of trade marks in the United Kingdom should not be insisted upon as one of the conditions under which they can be registered in the Colony; in order that the Home Government may be in a position to protect British trade marks in the Far East—a view in which I trust the members of the Chamber concur. We understand that the whole question as to the protection of British trade marks is now seriously engaging the attention of the Foreign Office, and we trust that the principle of the right conferred by prior usage of a trade mark will be accepted by H. M. Government.

CHINA'S CURRENCY.

The important question of the reform of China's Currency has, during the past year, been advanced another stage by the issue of an Imperial Edict ordering the Provincial Authorities to take the necessary steps to introduce a standard silver coinage for use throughout the Empire. This question is, of course, of the utmost importance both to China and all engaged in trade with her, and it is to be hoped the terms of the Edict will be carried out with as little delay as may be necessary.

ATTEMPTED OPIUM MONOPOLY.

During the period under review another attempt has been made by the Authorities in the Provinces of the Two Kwongs to establish what would practically have amounted to a monopoly for the sale of raw and prepared opium. The British firms in Hongkong interested in this trade represented the matter to the Chamber, who strongly supported them in the view taken, viz: that if the proposed regulations for further control over the opium were brought into force, this would be a direct violation of the treaties. For the moment, owing to the representations made by the Consul-General at Canton, the Chinese Authorities made no further move, but the British Minister at Peking at first took the view that the contemplated regulations did not amount to the establishment of a monopoly and consequently did not amount to a breach of the treaties. After considerable further correspondence with the

Hongkong Government and the British Legation at Peking, an assurance was however given by the Waipao that the contemplated regulations would apply to native opium only. So far this is satisfactory, but as I have had occasion to point out on previous occasions, it is only by constant vigilance on the part of foreign merchants, and the Chamber of Commerce, these repeated attempts on the part of Chinese Officials to illegally interfere with foreign trade can be checked. The whole history of our Chamber is one long record of such fights.

CANTON KOWLOON RAILWAY.

It is satisfactory to be able to refer to the progress now being made with the nearer section of the railway system—which we hope before long will link our Colony with Europe. It is however very much to be regretted that such slow progress is being made with the extension of the line from Canton to Hankow. This is a matter of utmost importance to this Colony, and such influence as may be possessed, both by the British Government and the business community of this Colony should be directed towards encouraging, and, where possible, helping on the completion of the much needed work, on terms satisfactory to the communities interested, as well as the investing public.

CHINESE SEAMEN ON BRITISH SHIPS.

Another question of great importance to the local shipping of this Colony has been raised by the Board of Trade, which is, whether seamen engaged on board British ships possess a sufficient knowledge of English to understand orders given them. This regulation was not to apply to British subjects, and a further question therefore arose as to whether Chinese seamen belonging to Hongkong could produce certificates of place of birth thus entitling them to this exemption. His Excellency The Governor held the opinion that such a regulation is not feasible, a view which was strongly endorsed by this Committee, as it appeared to us, if the proposal of the Board of Trade were acted upon, it would result in putting an end to all Coasting and River trade under the British flag in this part of the world.

THE OPIUM DIVANS.

One of the most momentous questions which has of recent years been raised in connection with this Colony, is that relating to the closing of the opium divans by order of the Home Government. The whole question has recently been so thoroughly dealt with in the Legislative Council, and by the local Press, that it is unnecessary for me to go into details, but in order to place on record among the Chamber of Commerce papers, for the use of future members, the more recent contributions to this discussion, we have considered it advisable to print as an annex to our report the two valuable documents bearing on the question which have recently been laid on the table before the Legislative Council. I refer to Mr. Clementi's memorandum of 12th June 1903, and that of His Excellency Sir F. Lugard, dated 18th October, 1903. So much sentiment and partisanship has been unfortunately permitted to enter into the whole question of the opium trade with China that it is not easy to obtain clear and unbiased statements in the matter. These, however, are to be found in the memoranda I have just referred to and I am sure all the members of the Chamber of Commerce will agree that we are greatly indebted to His Excellency and Mr. Clementi for such valuable additions to the history of the opium question, and for the clear manner in which they have helped to demonstrate how greatly exaggerated are many of the experts statements which have from time to time been made with regard to the opium trade, and the effect the use of the drug has on the Chinese nation as a whole. Once we are convinced that the Chinese Government and the Provincial Officials are really anxious to curtail if they cannot altogether suppress, the use of opium, and are loyally carrying out their share of the bargain, we must perform our part, but I think we are probably all agreed that the action of the Home Government as to the arbitrary closing of the opium divans, in Hongkong, which was ordered by them without reference being made in the first place to the public opinion of the Colony as is usual under such circumstances, was an abuse of the position held by the Government towards a Crown Colony. We trust therefore that the Chamber will approve of the protest made by the Committee against this arbitrary proceeding. We saw distinct danger in the giving up of the control of public opium smoking, while it appeared problematical that the closing of the divans would result in any appreciable decrease in the quantity of opium consumed in the Colony. The Secretary of State for the Colonies has recently assured us that "the supposition that His Majesty's Government have acted with indifference to the views and interests of the inhabitants of Hongkong is entirely erroneous", but we do feel that in this matter the true interests of the Colony have indeed been sacrificed to the political needs of the Home Government. We considered we were justified in making the strongest possible protest against a hasty policy such as was foreshadowed by the first instructions on the subject. In this connection, to show we had reason for our apprehension, I would point out that the whole tenor of the debate in the House of Commons on the 6th May last, distinctly pointed to an immediate closing of all the divans in Hongkong. This was unquestionably the impression we received here, and appears to have been that conveyed to those present at the debate. More than one honourable member referred to this, while one supporter of the Government stated that "he gathered from the Under-Secretary of State that opium was immediately going in Ceylon and Hongkong, and they were in sight of the same as regards the Straits Settlements." Colonel Seely did not correct this view, nor did the Secretary of

State for Foreign Affairs, who closed the debate on behalf of the Government. Reference having been made in the earlier part of the debate to the closing of opium divans in certain Chinese Cities by the Imperial Government, Colonel Seely stated that the day previous the following telegram had been despatched to the Governor of Hongkong: "H. M. Government have decided that steps must be taken to close opium dens in Hongkong as they recognise that it is essential in dealing with the opium question in Hongkong that we must act up to the standard set by the Chinese Government." That the Under-Secretary went on to add "is decisive action" is now aware, the resolution which was ultimately passed by the House of Commons, was to the effect that H. M. Government take steps to bring to a speedy close, the system of licensing opium dens now prevailing in some of our Crown Colonies, more particularly Hongkong, the Straits Settlements and Ceylon. In view of the above it is difficult to understand why the Secretary of State for the Colonies should have considered it necessary to animadvert upon the protest made by unofficial members of the Council, as they had merely taken the Home Government at their word. It is however satisfactory to be able to record that H. M. Government has so far realized the hardship caused to this Colony as to promise to ask Parliament to give a substantial contribution towards making good to the Colony the direct loss of revenue resulting from measures adopted under their instructions. It now remains with this community as a body to see that full and adequate compensation be accorded, the more so as we have already, as pointed out by His Excellency, suffered heavy loss through the action of the people at Home.

THE NEW QUARANTINE STATION.

Another matter which has engaged the attention of your Committee is the proposed regulation for the working of the new quarantine station at Laichikok. Here again the Government attempted to unduly tax shipping, by endeavouring to make the shipowner bear certain expenses in connection with the establishment which we considered should be borne on the general revenue of the Colony. After some correspondence it was decided to adopt a similar system of charges on shipping, as usually obtaining in the neighbouring ports.

THE YAHEN LOTTERIES.

It is a cause for much regret that during the past year we have again been called upon to deal with the question of the issue of lottery tickets in connection with the sale of Japanese cotton yarn. The system is to our mind a most pernicious one, not only from a true business point of view, but is also being opposed to the gambling laws of our country, and we trust that the attitude taken up by the British Authorities and the representations made on the subject will put a stop to this scheme once and for all.

REUTER'S POLITICAL TELEGRAMS.

As you are all aware the arrangement by which the Chamber of Commerce had received and circulated Reuter's Political Telegrams to an end last Autumn, after having been in force for upward of 2 years. The Committee much regret being obliged to take this step but the financial position of the Chamber did not justify our continuing the service at a loss.

MILITARY TRAINING.

There are various other matters of considerable interest dealt with in our report but I will not detain you unduly by touching upon them all. There is however one more to which I think I should refer. That is the all important one of military training as raised by Sir Henry Berkeley in his letter of 16th July last. It has for many centuries past been an axiom among some of the most vigorous peoples of the world that all the youth of the country should learn to ride, and to shoot, and to speak the truth. We accept it without question that our young men do speak the truth. Hongkong can hardly be called an ideal place in which to learn to ride, but there are excellent opportunities for learning to shoot, and I can only express the hope that younger section of the community, realizing their duty towards the Empire will take advantage of the very liberal provision made by the Government for the Volunteers and will show their appreciation of this, and a proper sense of duty by all going through an efficient course of training in the ranks of the Volunteer force, so that should it unfortunately occur their services were ever required they could feel they were prepared at a moment's notice to serve their country as all men should be able to do.

ST. GEORGE'S DAY.

I have just been reminded by the mention of the date in the notice that to-day 23rd April is the name day of my patron Saint, Saint George of England. It is possible that there are some present here to whom the name of Saint David or Saint Patrick or even that of Saint Andrew may appeal with greater force, but speaking as a representative of the Senior Partner it appears to me that the remarks I have just made should have special significance through being made on such a date; for I would remind you Saint George has for many years been accepted as the Patron Saint of soldiers; the embodiment of heroic patriotism.

THE CHAMBER'S ACCOUNTS.

Turning to the accounts, the financial position of the Chamber can hardly be considered satisfactory, as for the past two years our expenditure has very considerably exceeded our revenue. This matter is receiving our careful consideration and we trust that by adopting certain changes in the working of the office to considerably reduce our expenditure it is more than probable however that at the end of the current year the committee may find it advisable to recommend to the Chamber to raise the subscription which was reduced in 1902.

CHANGES ON THE COMMITTEE.

Several changes have as you know taken place during the year, in our committee. We

have to regret the untimely death of our colleague, Mr. Braderson and the return home after many years service of our old friend Mr. Sieley. Mr. A. G. Wood who has also served for a considerable time in our committee has resigned on his leaving the East, as has also Mr. H. Keswick. To all these gentlemen the Chamber is much indebted for good work done in the interests of the Colony.

THE LATE MR. MURRAY BAIN.

At this hour yesterday, gentlemen, we were paying the last mark of respect to one of our oldest and best known residents. Mr. George Murray Bain, as we all know, has for many years, for more years than most of us have been in this world, been a prominent member of our community. Representing an important section of the Fourth Estate throughout his long and honourable career, he consistently showed himself to be a courageous champion and a fearless critic, working with all his ability to further the interests of the Colony in which he spent so large a part of his life. In view of the almost unique position held by Mr. Murray Bain I think I am justified in thus referring to our friend, and I venture therefore, on behalf of the Hongkong General Chamber of Commerce to offer our most heartfelt and respectful sympathy with the members of his family who are now mourning his loss. With these remarks I beg to propose the adoption of the report and accounts for the year 1902.

Mr. WHITE—I beg to second the motion, and in doing so I desire to congratulate the committee on their work during the past year, and on their efforts in safeguarding the commercial and shipping interests of the Colony.

The motion was carried unanimously.

On the motion of Mr. BARRETT, seconded by Mr. Ross, the following members were elected to the committee for the ensuing year:—Hon. Mr. A. E. Hewett, Mr. J. R. M. Struth, Hon. Mr. W. J. Grosson, Messrs. A. Babington, J. W. C. Bonnar, J. Bandow, D. R. Law, H. A. Siebs, E. Shellim and H. E. Tomkins.

The CHAIRMAN proposed, and Mr. LAW seconded, that the Asiatic Petroleum Co., Ltd., of London, and Mr. F. P. Talati be elected members of the Chamber.

The motion was carried.

The Chairman—Thank you gentlemen. That is all the business of the meeting, I am much obliged for your attendance,

LOCAL SPORT.

HONGKONG TENNIS LEAGUE FORMED.

A meeting of those interested in the promotion of a tennis league, called at the instance of Mr. A. O. Brown, was held yesterday at the pavilion of the Hongkong Cricket Club. There were about ten clubs represented.

Mr. A. BROWN, who was called to the chair, stated that they would have to decide the form of competition—whether it be singles or doubles, the method of counting, the fixtures, a trophy (which he suggested should be a flag), the entrance fee, and so on.

Mr. BROWN (Civil Service) wished to know something regarding the cost. Who would provide the balls?

The CHAIRMAN said the home team would provide the balls. There would be no necessity to buy new balls. There would also be the entrance fee.

Mr. MEAD agreed that if new balls had to be provided it would cost too much.

On the motion of Mr. MEAD (Kowloon Cricket Club), seconded by Mr. BRETT, it was decided that the Hongkong Tennis League be formed, the motion being carried unanimously.

The CHAIRMAN mentioned that the Hongkong Cricket Club would not join the League as they wished to give their ground a rest.

Office bearers were then elected as follows:—President, Dr. Forsyth; vice-president, Mr. J. R. Wool; secretary and treasurer Mr. A. O. Brown; and it was decided that each club be asked to nominate a representative to the committee.

The meeting agreed that the form of competition be by doubles, three pairs from each club, and that the best of eleven games be played in each match, the victory to be decided by games and not sets. Each pair to play the other pair.

The clubs represented and likely to join are:—Craigengower, Taikoo, Y.M.C.A., Chinese Y.M.C.A., Lusitano, Wigwam, Cricket Service, Naval Yard and Kowloon Cricket Club.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic address: PRESS CODES: A.B.C. 5th Ed. Lieber.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

TUITION.

ONE or TWO BRITISH BOYS Wanted about 9 years of age, to join with Advertiser's son in classes three afternoons a week. Preparing for Public School.

Apply—Care of "Daily Press" Office, Hongkong, 24th April, 1909. [653]

WANTED.

A MIDDLEAGED MAN brought up in Police Force, either locally or at home possessing good discharges and Testimony to organize and take charge of small body of private watchmen in Hongkong. Liberal terms will be given to suitable man. Comfortable married Quarters provided free, also free medical attendance. None but best characterized men need apply.

"A. B. C." Care of "Daily Press" Office, Hongkong, 24th April, 1909. [657]

BOARD AND RESIDENCE.

WANTED A Good Sized BED-SITTING ROOM (higher levels preferable). Board Optional, but veranda with view of harbour essential. Apply giving full particulars to— X X X. Care of "Daily Press" Office, Hongkong, 24th April, 1909. [658]

TUESDAY

APRIL 27TH,

AT 9.15 P.M.

PHILHARMONIC CONCERT IN THE CITY HALL. Hongkong, 24th April, 1909. [654]

THEATRE ROYAL COMING! COMING!!

THE BANDMANN DRAMATIC CO.

30 LONDON ARTISTS 30 OPENING NIGHT, FRIDAY, APRIL 30TH, THE PRISONER OF ZENDA.

(Now being Performed at the ST. JAMES' THEATRE, London.)

SATURDAY, MAY 1ST, TRILBY.

MONDAY, MAY 3RD, THE BELLS.

TUESDAY MAY 4TH, THE WORST WOMAN IN LONDON.

Box Plan will open on TUESDAY, 9 A.M. at S. MOUTRIE & CO. LTD.

PRICES AS USUAL.

Hongkong, 24th April, 1909. [659]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship "HIRANO MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 28th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 21st April, 1909. [660]

NEW ADVERTISEMENT

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR". Captain S. H. Balm, will be despatched for the above Ports on MONDAY, the 3rd May, at NOON.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASOON & CO., LTD. Agents, Hongkong, 24th April, 1909. [655]

INTIMATIONS

TO-NIGHT! TO-NIGHT! HONGKONG C CINEMATOGRAPH

(Opposite the Central Market) FOR TEN DAYS ONLY JAPANESE JUGGLER

COMEDY CO. ON TOUR TO EUROPE

Under the Direction of PROF. KIKUGORO. JAPAN'S GREAT CONJUROR.

PROGRAMME:

1—Cinematograph show.

2—Mysterious appearance of Iien and gold ring.

3—Transformation of Water into paper.

4—Burn a Bank note, and the same note will re-appear.

5—Mysterious multiplication of 1 ball placed in a small empty box to about 100.

6—Mysterious disappearance of articles gathered from the audience.

7—Burning asbes changed into curiosities.

8—A string of several nations flags.

9—Three nations' flags.

10—Boiling eggs changed into living birds.

11—Marvellous transportation of gold fish.

12—Fishing a gold fish from a spectator's hat.

13—Mysterious hat tricks (handkerchief and watch).

14—Mysterious card tricks.

15—Rope and handkerchief trick.

16—One dollar piece put in a hat will be changed into 50 pieces.

17—Japanese dance butterfly tricks.

18—Japanese dwarf dance.

19—From a flower pot containing water several Japanese lanterns, silk cloth, etc., will appear.

20—Mysterious change of silk cloth into 40 Japanese paper umbrellas.

21—Mysterious change of handkerchiefs into umbrella cover.

22—Prof. Kikugoro transforms his body several times. Several other New Magics will be added to this Programme every night.

23—Cinematograph show.

24—Prof. Kikugoro's most interesting Water Act.

CHANGE OF PROGRAMME EVERY NIGHT CINEMATOGRAPH PICTURES.

FIRST CLASS ... \$1.00

SECOND " ... 50 cts.

THIRD " ... 20 "

Doors Open at 8 P.M. Performance at 9 P.M. Hongkong, 21st April, 1909. [644]

COMING! COMING!!

THE

HIPPODROME CIRCUS

AND

MENAGERIE

LOCATION:

CAUSEWAY BAY.

GRAND OPENING NIGHT,

WEDNESDAY, APRIL 28TH.

BOX PLAN—

ROBINSON PIANO COMPANY.

A. JACKSON, Representative.

Hongkong, 21st April, 1909. [581]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, TO-DAY (SATURDAY), the 24th inst. commencing at 3 P.M.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE, Hon. Secretary and Treasurer.

Hongkong, 17th April, 1909. [625]

A PROPOSED MEMORIAL TO DR. G. H. BATESON WRIGHT, LATE HEADMASTER, QUEEN'S COLLEGE.

THE UNDERSIGNED INVITE SUBSCRIPTIONS from past and present Pupils of CENTRAL SCHOOL and QUEEN'S COLLEGE towards a fund which, it is proposed, to raise to provide a Memorial for DR. GEORGE H. BATESON WRIGHT, until recently HEADMASTER OF QUEEN'S COLLEGE and now retired.

The form the Memorial is to take will be determined by the amount of the subscriptions available for the purpose.

When a sufficiently large sum of money has been collected, a meeting of subscribers will be held at a time and place to be fixed by notice, for the purpose of discussing the subject and appointing a Committee.

In the meantime, subscriptions will be received by the undersigned.

LAU CHU PAK, HO KOM TONG. Hongkong, 23rd April, 1909. [647]

NOTICE.

\$150,000 to Invest on Mortgage: Send Particulars of Securities offered to "X".

Care of "Daily Press" Office, Hongkong, 30th March, 1909. [537]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, THIS DAY (SATURDAY), 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1909, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents, Hongkong, 24th April, 1909. [587]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the prints signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary, Hongkong, 21st April, 1909. [640]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 P.M., for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the prints signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary, Hongkong, 21st April, 1909. [641]

SPECIAL NOTICE.

CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 17th April, 1909. [526]

TO LET

TO LET.

AT the PEAK, HOUSE in STEWART TERRACE, Furnished or Unfurnished.

Apply—

H. E. POLLOCK, 18, Bank Building, Hongkong, 20th March, 1909. [494]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sessoon & Co's premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to—

DAVID SASOON & CO., LTD., Hongkong, 1st April, 1909. [553]

TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

FED ON PATENT FOODS AND MILK.

AS HELPLESS AS AN INFANT. HOW A STRONG MAN'S HEALTH WAS WRECKED BY SCOLIATICA.

WELL AND HEARTY AGAIN NOW, CURED BY DR. WILLIAMS' PINK PILLS.

MERRYWEATHER'S HOSE.

"Dub Sub" (double substance) Brand. Hand-woven Canvas, Oak Bark Thread to prevent rot. Specially suitable for Climate of China. Made at Greenwich Works.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hoses," No. 2641.

MERRYWEATHER & SONS,
63, Long Acre, W.C., London.
Works—GREENWICH, S.E., LONDON.

80-2

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS BUILT BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS HIS SINCE 1881.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

A SAFE REMEDY
FOR ALL

SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the blood, present yourself to Dr. Clarke, who should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, no reason of this being undoubtedly because this wonderful remedy does what it professes to do—CURES SKIN AND BLOOD DISEASES PERMANENTLY.

Clarke's Blood Mixture

IS THE FINEST BLOOD PURIFIER EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For

SCHROFULA, BAD LEGS,
SOURVY, DISEASES,
Eczema, SPOTS,
BLOOD POISON, BLACKHEADS,
ULCERS, PIMPLES,
SKIN AND BLOOD and SORES OF ALL KINDS
DISEASES.

It is safe and permanent Remedy. It is the only real specific for Gout and Rheumatic Pains as it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, from infant to old age, and the Proprietors will not suffer to give it a trial to test its value. Thousands of wonderful cures have been effected by it.

WORLD'S MANY THINGS, WITHOUT DEFECT UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. E. Lewis, 48 Bridge Street, Rose, Chester, writes: "I used his in a bottle of 'Clarke's Blood Mixture.' I had asthma for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to your wonderful 'Clarke's Blood Mixture.' —June 31, 1908.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes

[67]

MARTIN'S APIOL & STEEL PILLS
For Ladies.

A French Remedy for all Irritations. Thousands of ladies throughout the world are using this as the best remedy for all Irritations of the Skin & a thousand other complaints. Those who use them recommend them, hence the success.

MARTIN, CHEMIST, BOURNEMOUTH, ENGLAND.

Apollinaris

THE QUEEN OF TABLE WATERS.

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO.,

Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

LIABILITY ON BILLS OF LADING.

A PRIVY COUNCIL JUDGMENT.

On the 1st ult. judgment was delivered by the Judicial Committee of the Privy Council in an appeal from a judgment of the Supreme Court of the Straits Settlements of September 24, 1907, affirming a decision of Mr. Justice Thornton.

The arguments were heard early in February before a Board composed of Lord Macnaghten, Lord Atkinson, Lord Collins, and Sir Arthur Wilson, when judgment was reserved.

Mr. J. A. Hamilton, K.C., now Mr. Justice Hamilton, and Mr. Tyrell T. Paine were counsel for the appellants; Mr. Scrutton, K.C., and Mr. Maurice Hill for the respondents.

Lord Macnaghten, in now delivering their Lordship's judgment, said the appellants, the Chartered Bank of India, Australia, and China, were holders for value of bills of exchange drawn against bills of lading under which goods were to be carried to Penang and delivered there or order or assigns. The carrying vessel was the *Teesta*, one of a line of steamers belonging to the respondent company (the British India Steam Navigation Co.). The bills of exchange, which were drawn upon S. Fareeth & Co., of Penang, had been discounted by the bank, and the bills of lading endorsed in blank were held by the bank as security for their advance. The *Teesta* arrived at Penang on August 10, 1905. On her arrival the cargo intended for Penang was delivered overboard into lighters and taken to the wharf.

Mr. D'Agular said to a reporter recently, "It was about 7 years ago that my nerves first became contracted; my knees used to give way and my neck and limbs became so stiff that I could only move them in pain and with difficulty. Before long I found my sufferings arose from Sciatica, and eventually the pains in my thigh and down the legs became so bad that I could not walk and had to take to my bed, where I lay for four months in frightful agony. The agony was terrible whenever I moved, just like red hot needles being thrust into the muscles of my leg."

"A medical man said I must have an operation to stretch the nerve. I consented to this, but the operation was not successful and had to be repeated four or five times in as many months before any result was obtained.

"You can imagine that by this time I was restored to complete health by state of health. Restored to Complete Health by state of health.

Mr. G. A. D'Agular of Bombay, in very bad health, recommended that by this time I was a mere skeleton having lost 5 stone in weight, and I seemed to have no blood whatever in me. I was fed on patent foods and milk, but nothing seemed to do me the least good. The bones protruded from my flesh and I was afterwards told that I looked like a bag of bones.

"I was as helpless as a new born babe, and had to be lifted from one side of the bed to the other; in fact, life was an absolute misery. Nothing seemed able to help me and the doctor said mine was a most unusual case; they appeared to give up all hope of my recovery.

"It was at this time that a friend of mine recommended me to try Dr. Williams' Pink Pills for Pale People, in which he was a firm believer. I bought one bottle of the pills, though with very little hope of being better, but after taking them regularly for a time I felt somewhat better and was encouraged to keep on with Dr. Williams' Pink Pills. I gradually regained strength and before long could get out of bed and move about without help and free from the awful pains of Sciatica. I began to put on flesh and in a few months reached my normal weight of 13 stone. I am now well and hearty and can honestly say I never felt better in my life.

"You will understand therefore why I have such faith in Dr. Williams' Pink Pills as a blood tonic, and always recommend them to my friends.

Dr. Williams' Pink Pills for Pale People by their unique power of making Rich, Red Blood have cured innumerable cases of Anaemia and Bloodlessness, Indigestion, Malaria, Beri-Beri, Eczema, Nervous Disorders, St. Vitus' Dance, Rheumatism, Sciatica, Paralysis, and Women's Aches and Ills. But only the genuine pills, cure; see that the full name is on every package. Obtainable at most shops where medicines are sold, also direct from the Dr. Williams' Medicine Co., 88, Kiu Kiang Road, Shanghai, at \$1.50 Mex. per bottle or 6 bottles for \$8. Mex. post free.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong, 25th April, 2nd Sunday after Easter. Holy Communion (7.30 a.m.) Matins (11 a.m.) Responses, Ferial; Venite, Ouseley; Psalms, of the 25th morning; Te Deum, Woodward, Smart and Tuck; Benedic, Langdon; Hymns, 125, 180 and 269. Evensong (6.45 p.m.) Full Chor. Responses, Ferial; Psalms, of the 25th morning; Magnificat and Nunc Dimittis, Barony in E; Antiphon, "Why seek ye?" Hopkins; Hymns, 433 and 186; Sevenfold Amen. N.B.—Psalm 119, Verses 75, 80, 81, 86, 89, 94 and 103. Unison.

ST. PETER'S CHURCH, Queen's Road, West, Second Sunday after Easter. Morning Prayer (11 a.m.). Venite, Ouseley; Psalms, Jones, etc.; Te Deum, Russell; Benedic, Garrett; Hymns, 100, 158, 274 and 234; Kyrie, Evening Prayer (6.30 p.m.) Gloria; Nunc Dimittis, Savage; Hymns, 192, 170, 278 and 223; Kyrie, Holy Communion (7.45 p.m.).

The Church Launch Day-spring, will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m. and between 6.15 and 6 p.m. (Kowloon Police Pier 1030 and 6), returning afterwards. All the fittings are free and unappropriate. Visitors welcome. Books, etc., provided.

Sunday School—10.45 a.m.

Union Church, Kennedy Road. Minister, Rev. C. H. Hildick. 11 a.m. Memorial Service; for the late Mr. G. Murray Bain. Hymns 307, 311 and 339, Psalm 23, Anthem "What are there?" (Stainer) 12 noon. Confirmation Hymn 410. 4 p.m. Special closing Service (for the Session) of Sunday Schools, Union Church, conducted by the Pastor. Parents and Friends invited. Prizes will be distributed. 6 p.m. Worship. Hymns 261, 262, 70 and 363, Psalm 83 (St. Flavian). Friday 7.45 p.m. Fellowship Meeting. Saturday 8 p.m. Christian Endeavour Society. Subject—Life.

WESLEYAN METHODIST CHURCH, Wan Chai—Sunday Service, 10.15 a.m. and 6.00 p.m. Preacher: Rev. J. A. A. Baker. Subject for Evening "The Soul's ascent in prayer." Subject for Evening "Other Worldliness." Tuesday 8.00 p.m. Wesley Guild Meeting. Thursday 7.30 p.m. Chaplain's Bible Class. Sailors' and Soldiers' Home, Arsenal Street. Sunday 3.00 p.m. P. S. A. 8.00 p.m. Gospel Meeting conducted by Mr. Barnett. Monday 8.00 p.m. Fellowship Meeting. Wednesday 8.00 p.m. Temperance Meeting. Saturday 8.00 p.m. Prayer Meeting.

ST. ANDREW'S CHURCH, Kowloon—2nd Sunday after Easter, 20th April 1909. Holy Communion at 8 a.m. and Morning Service at 11 a.m. by the Rev. C. E. Thompson. Evening Service at 6 p.m. by the Rev. G. A. Bauldry. Services on Sundays are:—Holy Communion on 1st, 3rd and 5th Sundays of the month at noon. Holy Communion on 2nd and 4th Sundays at 8 a.m. Morning Prayer at 11 a.m. Evening Prayer at 6 p.m. Children's Service at 3 p.m. on 3rd Sundays of the month. Sunday School at 3 p.m. on other Sundays of the month.

St. JOSEPH'S CHURCH, Garden Road (Roman Catholic), Mass, Benediction and Sermon in English, at 10 a.m.

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

[67-2]

48 Quarts \$14.00
24 Quarts 7.00
48 Pints 11.50
100 Splits 15.50

CARLOWITZ & CO., Sole Agents,

No. 2, Connaught Road, Central.

</

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & SOMALI	About 25th April	Freight and Passage.
YOKOHAMA	Capt. R. A. Peters	
SHANGHAI	DELTA	About 29th April
	Capt. B. W. H. Shaw	Freight and Passage.
London, via usual ports	ASSAYE	Noon, 1st May
of Call	Capt. Owen Jones, R.N.E.	See Special Advertisement.
LONDON and ANTWERP	NUBIA	About 5th May
VIA SINGAPORE, PENANG, COLOMBO PORT	Capt. F. J. Fox	Freight and Passage.
SAYED MARSÈLLES		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 24th April, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"SUNGKUANG"	On 24th April, 4 P.M.
SHANGHAI	"CHENAN"	On 25th April, D'light
MANILA	"TAMING"	On 27th April, 3 P.M.
SHANGHAI	"YINGCHOW"	On 29th April, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 29th April, 9 A.M.
SHANGHAI	"ANHUI"	On 2nd May, D'light
MANILA	"TEAN"	On 4th May, 3 P.M.
SHANGHAI	"CHINHUA"	On 6th May, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, "TAIYUAN" ... On 14th May, 4 P.M. with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWINE, AGENTS.

Hongkong, 24th April, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	SUNDAY, 25th April, at 10 A.M.
Capt. Evans		
"HAIYANG"	SWATOW, AMOY & FOOCHOW	TUESDAY, 27th April, at 1 P.M.
Capt. A. E. Hodges		
"HAICHING"	SWATOW, AMOY & FOOCHOW	FRIDAY, 30th May, at 1 P.M.
Capt. Passmore		

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 24th April, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	"DAIGI MARU"	SUNDAY, 25th April.
& SWATOW	Capt. H. MURAYAMA	at 10 A.M.
SHANGHAI via SWATOW	"BUJUN MARU"	TUESDAY, 27th April.
AMOY & FOOCHOW	Capt. Y. FUSENO	at 10 A.M.
ANPING via SWATOW	"SOSHU MARU"	WEDDAY, 28th April.
& AMOY	Capt. K. Sugi	at 8 A.M.
ANPING via SWATOW	"SHOSHU MARU"	WEDDAY, 28th April.
& AMOY	Capt. Iijichi	at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong, 24th April, 1909.

T. ARIMA, Manager.

[13]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN via TSINGTAU	"CHIPSHING"	Saturday, 24th April, Noon.
SHANGHAI	"HANGSHANG"	Sunday, 25th April, D'light
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 27th April, Noon.
SHANGHAI via NINGPO	"KWONGSANG"	Friday, 30th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 30th April, Noon.
MANILA	"LOONGSANG"	Friday, 30th April, 4 P.M.
MANILA	"YUENSANG"	Friday, 7th May, 4 P.M.
SH'HAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 19th May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMGANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 24th April, 1909.

[16]

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden, or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG :

HOMeward.

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SCANDIA ... 27th April

S.S. SENEGAMBIA ... 10th May

S.S. SEGOVIA ... 17th May

S.S. ISTRIA ... 29th May

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office, 12

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "CANTON" ... Middle of April.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 9th April, 1909.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU. (Capt. W. BAINBRIDGE) About Wed. 5th May

KITANO MARU. (Capt. F. F. COPE) About Wed. 2nd June

HIRANO MARU. (Capt. H. FRASER) About Wed. 30th June

KAMO MARU. (Capt. F. L. SOMMER) About Wed. 23rd July.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th April, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS. SAILING DATES.

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, COLOMBO, and PORT SAID

Capt. J. Nagao

KANAGAWA MARU 6169 WED'DAY, 29th April, at Daylight

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Daly and Siberia.

26th April ... at 8.15 p.m.

5th May ... at 5.00 p.m.

8th May ... at 5.00 p.m.

The Oceanian, with the French mail of the 26th March, left Saigon on Friday, the 23rd inst., at 7 a.m., and may be expected here on or about Monday, the 26th instant, at daylight. This packet brings replies to letters despatched from Hongkong on the 20th Feb.

FOR DATE

Taiping, and Tientsin ... Saturday, 24th, 10.00 A.M.

Swatow ... Saturday, 24th, 10.00 A.M.

Manila ... Saturday, 24th, 10.00 A.M.

Moji, Kobe, Yokohama, Victoria, Tacoma and Seattle ... Saturday, 24th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) ... Saturday, 24th, 10.00 A.M.

Macao ... Saturday, 24th, 11.00 A.M. (Registration ... 10.00 A.M. fee of 10 cents, up to 10.45 A.M.)

Amoy, Manila, Cebu and Iloilo ... Saturday, 24th, 3.00 P.M.

Hoihow and Bangkok ... Saturday, 24th, 5.00 P.M.

Amoy ... Saturday, 24th, 5.00 P.M.

SHANGHAI AND SIBERIAN MAIL TO EUROPE ... Saturday, 24th, 6.00 P.M.

Swatow, Amoy and Tamsui ... Sunday, 25th, 9.00 A.M.

Macao ... Sunday, 25th, 1.15 P.M.

Swatow, Singapore and Bangkok ... Monday, 26th, 5.00 P.M.

Moji, Kobe, Yokohama, and Portland ... Tuesday, 27th, 10.00 A.M.

Bangkok ... Tuesday, 27th, 10.00 A.M.

Singapore, Penang and Calcutta ... Tuesday, 27th, 10.00 A.M.

Shanghai, Moji, Kobe, Yokohama, Shinkan, Yokohama, Victoria and Seattle ... Tuesday, 27th, 10.00 A.M.

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far Superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE

... \$5.50 2 DOZ. PINTS.

... \$4.50 1 QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.
WINE AND SPIRIT MERCHANTS.

[38]

VESSELS EXPECTED.

TO-DAY. Twentieth Ordinary General Meeting, Hongkong Electric Co., Ltd., noon.

COMMERCIAL.

EXCHANGE CLOSING QUOTATION.

April 23rd.

ON LONDON— Telegraphic Transfer ... 1.95

Bank Bills, on demand ... 1.95

Bank Bills, at 30 days' sight ... 1.95

Bank Bills, at 4 months' sight ... 1.95

Credits, at 4 months' sight ... 1.95

Documentary Bills, 6 months' sight ... 1.95

ON PARIS— Bank Bills, on demand ... 2.25

Credits, at 4 months' sight ... 2.25

ON GERMANY— On demand ... 1.81

ON NEW YORK— Bank Bills, on demand ... 4.35

Credits, at 60 days' sight ... 4.44

ON BOMBAY— Telegraphic Transfer ... 1.32

Bank, on demand ... 1.35

ON CALCUTTA— Telegraphic Transfer ... 1.32

Bank, on demand ... 1.33

ON SHANGHAI— Bank, at sight ... 742

Private, 30 days' sight ... 758

ON YOKOHAMA— On demand ... 862

ON MANILA— On demand ... 76

ON SINGAPORE— On demand ... 1.68

ON BATAVIA— On demand ... 1047 pm.

ON HAIPHONG— On demand ... 10 pm.

ON SAIGON— On demand ... 851

SOVEREIGN, BANK'S Buying Rate ... \$11.15

GOLD LEAP, 100 fine, per tael ... \$68.50

BAR SILVER, per oz. ... 23.12

OPIUM.

April 23rd.

Quotations are—

Malwa New ... \$1,070/1,080 per picul

Malwa Old ... \$1,090/1,100

Malwa Older ... \$1,110/1,140

Malwa V. Old ... \$1,150/1,185

Persian fine quality ... \$1,020/1,050

Persian extra fine ... \$850/900

Persian Old ... \$950 per Chest

Patna New ... \$975

Patna Old ... \$970

Banaras New ... \$970

Banaras Old ... \$970

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 23rd.

Barometer ... 29.84

Temperature ... 70°

Humidity ... 60%

Wind Direction ... E

Force ... 2

Weather ... Rain

Wind ... 0.01

Highest open air Temperature on 22nd ... 81

Lowest open air Temperature on 22nd ... 69

THE HONGKONG DAILY PRESS, SATURDAY, APRIL 24TH, 1909.

SHIPPING IN PORT.

SHARE LIST QUOTATIONS.

HONGKONG, APRIL 23RD, 1909.

THE DAIRY FARM CO., LTD.

FRESH BUTTER

40 cts. 60 cts. 75 cts. 75 cts. and 80 cts. lb.

CREAM CHEESE

THE DAIRY FARM CO., LTD., Hongkong and Kowloon.

Hongkong, 18th April, 1909. [563]

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO.

3, Duddell Street, Hongkong.

Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

ATTENTION!

JUST UNPACKED FOR VOLUNTEERS.

LEATHER BOOT LACES

OF BEST QUALITY, FLAT AND ROUND.

Call at—

HOOSAIN-ALI & CO.

Corner ZETLAND STREET.

Hongkong, 16th April, 1909. [41]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" A.1. A.B.C. and Engineering Code Used. NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714

Width of Entrance on Top ... 963

Width of Entrance on Bottom ... 883

Water on Blocks at Spring Tide ... 342

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513

Width of Entrance on Top ... 88

Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide ... 64

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ...

Width of Entrance on Top ... 65

Width of Entrance on Bottom ... 53

Water on Blocks at Spring Tide ... 22

PATENT SLIP.

Suitable for vessels up to 1,000.

THE LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 100 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready

Short Notice.

1908

the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name (MIDY).

SANTAL MIDY

These tiny Capsules—superior to Copal, Cubeb, and

Injections—cure

in forty-eight hours without inconvenience.

Each Capsule bears the name (MIDY).

FOR DISEASES OF THE CHEST.

GRIMAUT'S.

SYRUP

OF HYDROPHOSPHATE OF LIME.

Prescribed in France for the last 30 years. It retains its reputation for

COMSUMPTION, OBSTINATE COUGHES, COUGH, DISEASES OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

1908

NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1745

BEWARE OF WHISKIES.

Sold under Similar Names.

Known in Hongkong.

Half a Century.

SOLE AGENTS IN HONGKONG:

A CELEBRATED BEAUTY



Head Pains, Gout, Lassitude

Readers see for themselves that those in a position to pick and choose—whether they are Royal Personages, popular celebrities, experienced doctors, nurses, athletes, &c.—without exception uniformly select Phosferine as the one certain remedy for all nervous disorders. All these distinguished people positively attribute their increased energy, efficiency, or prowess, to the revitalising potency of Phosferine, and their opinion is again confirmed by the celebrated beauty, Mrs. Una de Louth, who finds the wonderful tonic imparts such a delightful feeling of youthful vigour, that she can retain her good looks without the least trouble. Mrs. Una de Louth is deeply grateful for the inestimable service Phosferine rendered her in completely curing gouty head pains, and so effectually dispelling the nervous depression and lassitude which endangered her exceptional beauty, that she has kindly permitted us to publish her happy experience of Phosferine for the benefit of other readers.

Quite driven away.

Mrs. Una de Louth (the beautiful and talented Society reciter, and daughter of a late well known Member of Parliament), writes:—"I have great pleasure in stating that your Phosferine has done more for me than all the doctors, for long standing and severe gouty pains in my head. Indeed, I have had instantaneous relief after taking only a few drops of your wonderful world-famed remedy and I would never be without it in the house again on any consideration—I treasure it among my household gods.

I always find Phosferine helps me and invigorates my system to a wonderful extent, and before, acting or reciting have never known it to fail. It is in my opinion a tonic that has marvellous and lasting effect, and all who have tried it agree with me that I do not over-rate it in the least."—8, Lansdowne Square, Hove, Sussex.—November, 2, 1908.

PHOSFERINE

The Greatest of all Tonics.

A PROVEN REMEDY FOR

Nervous Debility	Insomnia	Lassitude	Backache
Indigestion	Malaria	Neuritis	Rheumatism
Sleeplessness	Maternity Weakness	Premature Decay	Quinsy
		Mental Exhaustion	Malaria
and all disorders consequent upon a reduced state of the nervous system.			

The Remedy of Kings

Phosferine has been supplied by Royal Commanders.

To the Royal Family
H.M. the Queen of Hanover
H.M. the Emperor of Russia
H.M. the King of Greece
And the Principal Royalty and Aristocracy throughout the World.
Proprietors: Ashton & Parsons, Ltd., La Belle Sauvage, Ludgate Hill, London, England.
Price in Great Britain, bottles, 1/2s 2/9 and 4/6. Sold by all Chemists, Stores, &c.
The 2/9 size contains nearly four times the 1/2s size.

By Appointment



to H.M. the King.

BOVRIL

is ALL beef—prime beef in a readily digestible form.

That is why BOVRIL is so invigorating a beverage, so strengthening a food, why Cooks find it so useful, why Doctors and Nurses recommend it, why the sensible housewife will have nothing in place of it.

BOVRIL IS ALL BEEF.

70-1

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1883-84, open to all Countries.

REGISTERED DR. LALOR'S TRADE MARK.

PHOSPHODYNE

HAS THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For fifty years it has maintained its world-wide reputation as the Best and only safe Phosphoric Cure for Brain Nervousness, Paralysis, Sleeplessness, Dipsy, Nerve, Kidney and Liver Complaints, Harassing Dreams, Premature Decay of Vital Power, General Debility, all Blood Disorders and all Functional and Disease Conditions of the System, caused by deficiency of the Vital Force.

The effect of this Standard Phosphoric Remedy in Nervous Debility and its kindred Immobility and torpor, all the Mental, Feeding and Distressing Symptoms disappears with a rapidity that is really marvellous.

Directions for Self-Treatment of the above diseases with each Bottle.

Sold in Bottles at 4s. 6d. and 10s. each, by all Chemists throughout the World.

MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPTON, LONDON, ENGLAND.

Agents in HONGKONG—A. S. WATSON & CO.

THE CAPITAL SHIP.

BRITISH AND GERMAN TYPES.

(By the Naval Correspondent of the London Morning Post.)

The typical ships to be considered are four—*Dreadnought* and *Invincible* on the one hand, and *Nassau* and the cruiser *F*, now named *Von der Tann*, on the other. Each type has, since its introduction, been developed—or, as the official phrase goes, has been "improved"—but, by the light of such information as is to be had, it appears that the ratio between the types has not been materially altered. Thus a consideration of the possibilities of the name-ships of the several classes will, with slight modification, meet the case of later ships. The details here given, are taken from English official papers.

BRITISH SHIPS.

Dreadnought, *Invincible*.

Displacement... 17,900 tons 17,250 tons

Horse-power... 23,000 41,000

Speed... 21 knots 25 knots

Armament... 10 12in. 8 12in.

GERMAN SHIPS.

Nassau, *Von der Tann*.

Displacement... 17,760 tons 18,700 tons

Horse-power... 20,000 45,000

Speed... [19.5 knots] [25 knots]

Armament... 12 11in. 12 11in.

THE only points to be noted in these figures are that the speed of the German ships has not been officially stated; and that the secondary armament of the "armoured cruisers" is still a matter for conjecture. By the analogy not only of the new German Battleships, but also by that of the *Blucher*, which is a fairly close approximation to the *Von der Tann* type, though on a smaller scale, it seems certain that the new "armoured cruisers" will have a powerful secondary battery. The argument to follow is not concerned with the exact extent of this battery; that in this hand is concerned with this fact—that it has been pretended, in glorification of the *Dreadnought* type, that all the nations of the world have copied it, whereas in sober fact the new German ships are essentially different from the *Dreadnought* type. The development of the argument, necessarily involves some technicality, but as few technical terms as possible will be used, and every effort will be made to avoid anything which might seem obscure to non-Service readers.

THE "DREADNOUGHT" TYPE.

The essential characteristics of the *Dreadnought* type are two, viz., high designed speed and an armament consisting exclusively of guns of the largest calibre. The chief remaining features are large size and great cost, which are the inevitable consequences of what has been described as "the all-big-gun battleship of high speed." In the *Invincible* type, the same characteristics are present, but in an even greater degree; that is to say, greater sacrifices have been made in order to attain extreme speed, and the departure from precedent involved in the nature of the armament is more marked even than it is in the *Dreadnought* herself.

THE NEW GERMAN SHIPS.

In the *Nassau* the horse-power is very much lower than that given to the *Dreadnought*, and the following comparison should be instructive:

Displacement: I.H.P. Speed.
King Edward 16,350 tons 18,000 185 knots
King Edward 16,350 tons 20,000 195 knots
Nassau 17,760 tons 23,000 21 knots
Dreadnought 17,900 tons 23,000 21 knots

As the horse-power in the *Nassau* bears about the same ratio to the tonnage as it does in the *King Edward*, it might at first sight seem reasonable to suppose that the speed of the two ships would be about equal, that is, that the designed speed of the German ship would be about 19.5 knots. The dimensions of the *Nassau* are not available, but it can be inferred with almost absolute certainty that her form is nearer to that of the *Dreadnought* than to that of the *King Edward*, or, in other words, she is of a form of hull which is more easily driven than the relatively short broad hull. For this reason it is believed that her speed will be about 19 or 19.5 knots, which is scarcely higher than that of former battleships. There has been no sacrifice in order to gain high speed. A further reference will be made presently to the question whether it is desirable that battleships should be endowed with an abnormal degree of speed. The word "abnormal" is designedly used; for though 21 knots is the normal speed of the *Dreadnought* type, it is an abnormal speed when compared with that of all former British battleships, and with that of the German ships against which they are designed to act in case of need.

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 154lb.

The British ships have no such battery, there being in them no guns intermediate between the 12in. and the 3-in. 12pr. or the 4-in. 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also

will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

SUPERIOR SPEED.

The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There can be no naval reader who is ignorant of the controversy, the echo of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official "reply" (in Cd. 3,049, of 1906) ran these:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

What Captain Semenoff wrote was this:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 154lb.

The British ships have no such battery, there being in them no guns intermediate between the 12in. and the 3-in. 12pr. or the 4-in. 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also

will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

SUPERIOR SPEED.

The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There

can be no naval reader who is ignorant of the controversy, the echo of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official "reply" (in Cd. 3,049, of 1906) ran these:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 154lb.

The British ships have no such battery, there being in them no guns intermediate between the 12in. and the 3-in. 12pr. or the 4-in. 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also

will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

SUPERIOR SPEED.

The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There

can be no naval reader who is ignorant of the controversy, the echo of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official "reply" (in Cd. 3,049, of 1906) ran these:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 154lb.

The British ships have no such battery, there being in them no guns intermediate between the 12in. and the 3-in. 12pr. or the 4-in. 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also

will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

SUPERIOR SPEED.

The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There

can be no naval reader who is ignorant of the controversy, the echo of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official "reply" (in Cd. 3,049, of 1906) ran these:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing the ship, trusting that if this were done it would not be difficult to destroy her completely. In the late war we held the first of these views, and the Japanese the second."

The second consideration is as to the armament of the German ships, which, in addition to their heavy guns, are to have a powerful secondary battery of 6.7in. pieces, whose projectile weighs 154lb.

The British ships have no such battery, there being in them no guns intermediate between the 12in. and the 3-in. 12pr. or the 4-in. 31pr., which are mounted as an anti-torpedo-boat armament. The German ships also

will, of course, have some similar armament of small pieces. Some further examination of these two points follows.

SUPERIOR SPEED.

The term "superior speed" has been adopted as a convenient technicality to denote what was described above as abnormal speed. There

can be no naval reader who is ignorant of the controversy, the echo of which must have reached the general public, which the introduction of superior speed occasioned. The case against superior speed was clearly stated by several writers whose close study of the conditions of naval war entitles their views to serious attention. The case for superior speed was at first not stated; the only official attempt to justify it was not made until after the *Dreadnought* had been built, by which time the arguments against it had attained to such formidable dimensions as to call for some answer. The official "reply" (in Cd. 3,049, of 1906) ran these:

"For a great many years in naval gunnery two distinct ideas have prevailed—one is to inflict on the enemy severe and heavy damage, i.e., to stop movement, to penetrate; briefly, to put the ship at once out of action. The other is to pour upon him the greatest volume of fire in the shortest time—though it be above water and the actual damage caused by each individual shot be immaterial—in the hope of paralysing

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,000
RESERVE FUND 210,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months 4 per cent. For 6 " 3 " per cent. For 3 " 2 " per cent.

EVAN ORMISTON, Manager.

Hongkong, 23rd April 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUND 15,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Kobe, Osaka, Lyons, Nagasaki, London, San Francisco, Honolulu, New York, San Francisco, Hawkow, Bombay, Shanghai, Peking, Chefoo, Tientsin, Peking, Newchwang, Dihui, Pet. Arthur, Antung, Liuyang, Mukden, Tieling, Chingchun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months 2½ per cent. For 6 months 3½ per cent. For 12 months 4 per cent.

J. R. M. SMITH, Chief Manager.

Hongkong, 23rd September, 1908. [455]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent per annum on the daily balance.

ON Fixed Deposits for 12 months 4 per cent. for 6 " 3 " for 3 " 2 " WM. DICKSON, Manager.

Hongkong, 6th April, 1909. [121]

NEEDERLANDSCHE HANDEL-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND FL. 5,752,884.84 (about 2479,407)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samruang, Sourabaya, Cheribon, Tegu, Pecalongan, Pascoeroan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Achen) Bandjermasina.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Ianoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Account 2 per cent on daily balances.

ON Fixed Deposits 12 months 4½ per annum. do. 6 do. 4½ do. do. 3 do. 3½ do.

J. L. VAN HOUTEN, Agent.

Hongkong, 16th July, 1908. [25]

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsingtao, Tsingtao, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—KÖNIGLICHE SEMIHANDLUNG (PREUßISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK.

S. BLEICHROEDER.

BERLINSCHE HANDELS-GESELLSCHAFT BANK-FÜRS HANDEL UND INDUSTRIE.

ROBERT WARSCHAUER & CO.

MINDENSOHN & CO.

M. A. VON ROTHSCHILD & SOHN.

JACOB S. H. STEIN.

NORDDEUTSCHE BANK IN HAMBURG, Hamburg.

SAL. OPPENHEIM, JR., & CO., Koen.

BAUTZISCHE HYDROTHEKEN UND WECHSEL-BANK, MÜNCHEN.

LONDON BANKERS:

MESSRS. N. M. ROTHSCHILD & SON.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIREKTION DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be varied on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. [23]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £15,000,000
STANDING FUNDS £1,500,000 at 27= £15,000,000
SILVER £15,000,000

RESERVE LIABILITY OF PROFTS £15,000,000

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AS AT 31st DECEMBER, 1907
£18,114,524.

Authorised Capital £3,000,000
Subscribed Capital 2,750,000
Paid-up Capital 687,500 0 0

Fire Funds 3,065,374 15 7

he Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO.

Agents.

Hongkong, 21st July, 1908. [1019]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [415]

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
WITH CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.

SIEMSSON & CO.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to S.S.S. at 8s. 3d. and £7.50 per 100, SPORTING REQUISITES and AIR REQUISITES in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [623]

GRACA & CO.

(Established 1896.)

No. 27, DES VŒUX ROAD.

Dealers in POSTAGE STAMPS

AND VIEWS POST CARDS.

Just Received Selection of SENP's ILLUSTRATED

POSTAGE STAMP ALBUMS.

of Latest Edition, from £1.75 to 5s. Each.

SEPARATE COEN SEEDS

Inspection Invited. [548]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

DAVID CORSAIR & SONS' MERCHANT NAVY.

NAVY BOILED LONG FLAX

RELIANCE CROWN TARPAULIN.

ARNHOLD, KARBERG & CO.

1674] Sole Agents.

NOTICES TO CONSIGNEES.

DAMPFSCHIFFS-RHEDERLICH "UNION" ACTIEN-GESELLSCHAFT.

Capital Subscribed (paid up) Yen 5,000,000

Reserve Fund Yen 1,320,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Tainan, Tamsui, Amoy, Nagasaki, Tamsui, Tainan, Fuchow, Osaka, Tokyo, Keelung, Shanghai, Yokohama, Swatow.

HONGKONG OFFICE: 3, DES VŒUX ROAD.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 11th March, 1909. [1518]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$3,250,000.

RESERVE FUND about £7,222,222

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent per annum.

For 6 " 4 " "

For 3 " 3 " "

No. 9, Queen's Road, Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong, 8th April, 1908. [643]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DREFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims must be sent to the Office of the undersigned before NOON on the 30th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9:30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 19th April, 1909. [635]